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GUARD YOUR EYES
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The China Mail.

ESTABLISHED 1846

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HONGKONG, WEDNESDAY, APRIL 28, 1920.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

OUR COLONIAL POLICY.

THIS IS NEWS FOR HONGKONG.

During the colonial office debate, Major Seely wanted a declaration of policy that all indentured labour be abolished, and a further declaration that the object of British presence in all colonies is for the benefit of the whole of the inhabitants, even if the majority be non-European. He urged greater facilities for applications from the dominions for colonial office appointments.

Mr. C. Jesson (Lab.) emphasised the difficulties of the colour question and pointed out that the Australian workers have decided to have a white Australia.

Col. Amery said our policy was unchanged. Our colonies were governed not in the interests of this country or of any one section of the white population but in the interests of every section. All peoples living in the colonies who could develop their well-being were equally entitled to the consideration and care of the colonial office. As regards indentured labour, Col. Amery said the policy was unchanged but considerable progress had been made. Indentured labour was abolished last year in Fiji and recently in British Guiana. At present it existed only in one or two West Indian colonies, where it was doomed to automatic extinction in a few months, when there would be no form of indentured labour throughout the empire. They had tried to see how far it was possible to get young dominions ex-officers into the colonial service, and had got some very good young officers that way.

THE SAN REMO DISCUSSIONS.

SAN REMO, April 26.

The Supreme Council has finally approved the terms of the joint Anglo-French declaration and the text will be published in the evening. According to an authoritative French source Signor Nitti has declared himself opposed to military measures but Mr. Lloyd George and Mr. Millerand demonstrated to Signor Nitti the necessity of such a measure. Mr. Huysmans and Mr. Matsui agreed with the Anglo-French viewpoint which triumphed. The document will contain a passage stating that the Allies are resolved to take all measures, even fresh occupation of a part of German territory if necessary to assure the execution of the treaty. Representatives of the Allies agreed to meet the German Chancellor at Spa.

THE L.O.N. AND ARMENIA.

LONDON, April 26.

The council of the League of Nations has issued a memorandum explaining its attitude regarding Armenia. It says the League itself cannot take direct military or financial action. The best solution, which also the Armenians desire, is to find a mandatory Power, but such mandatory will be hard to find unless the Allies give military and financial assurances, also assurance regarding the Armenians' access to the sea. The League council urges the Supreme Council to state if it is willing to advance funds pending a full assembly of the League: also what guarantees are obtainable as regards access to the sea and the expulsion of Turkish troops.

LORD ROBERT CECIL ON IRELAND.

LONDON, April 26.

In the House of Commons Lord Robert Cecil called attention to the state of Ireland. He said the position was more serious than it had been at any time in a hundred years. Sixteen murders were committed in the last three weeks. They now averaged one daily. There was an absolute collapse of the system of civilisation guaranteeing the lives of citizens. He criticised the withdrawal of police from country districts, and attributed thereto the subsequent lawlessness. There was no co-ordination between soldiers and police. If convictions were at present unobtainable, the law should be altered in view of securing fairness for all parties. If necessary prisoners should be brought to England for trial. Soldiers should be used to protect the police. Unless the government proved its capacity to govern we should drift through anarchy to humiliation, and ultimately to the Irish republic.

Mr. Bonar Law, regretting the inopportune of the present debate (said that characteristic?) pointed out that every weapon of law in Ireland had been enforced as far as possible. Trials in England were useless unless evidence could be secured from Ireland. Such trials would be regarded by Irishmen as worse than courts-martial. As regards arrest without trial, he said the system of terrorism was so widespread that it was impossible to get evidence, although many cases of offenders were known. In such circumstances he defied anyone to say that such persons should be allowed continued liberty to indulge in further conspiracies against their fellow countrymen. As regards the hunger-strikers, the government was prepared to do anything to prevent them becoming martyrs, so long as they were unable to carry on their offences, under suspicion of which they were arrested.

Mr. Law said he must pay the highest tribute to Lord French, who had the government's full confidence. The conditions in Ireland were deplorable and utterly lamentable. It was the first essential that these conditions should not be allowed to continue. It was one of the tragedies of the history of the world that such a state of affairs should have arisen between Ireland and this country. The government was determined to use its utmost power to restore decent conditions. He believed that despite the greatness of the difficulties it would succeed. He opined that it was already beginning to succeed. He declared that the government was going to try to convince reasonable Irishmen and the world that it was dealing justly with Ireland. If the government failed after a reasonable time (it must be remembered it took a long time the previous period of unrest) after giving proof that it had done everything to restore order, then the government ought not to continue to exist. He added that the government had refused no power asked for by the Irish executive.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)
THE SAN REMO CONFERENCE.

SAN REMO, April 26th.
The Conference considered the manifesto explaining the agreement between Mr. Lloyd George and M. Millerand. Satisfactory decisions have been reached on all points. The Italians approved the declaration.

According to the Times, the manifesto insists, inter alia, on the disarmament of Germany but allows an increase of police, while France declares Imperialistic and militant aims.

A Havas message says:—
Complete agreement on the terms of the reply to Germany's attempt to evade disarmament has been reached by the British and French Premiers.

Marshal Foch, on Friday night, dined with Mr. Lloyd George and Field Marshal Wilson and had a long informal chat. Marshal Foch put clearly before the British Premier the exact situation in France which is certainly neither military nor aggressive. He objected to Germany keeping a large standing army of long service men, for these would be merely cadres for possible German mobilisation in future. For the same reason he insisted on the literal carrying out of all the terms of disarmament. If Germany begins to frown, the clauses they will have no authority in a few years to restrain German military developments.

M. Millerand, during a lengthy private talk with Mr. Lloyd George, touched on all points of difference between the British and the French views and the way now seems fairly open to a solution of all the questions.

Great Britain has agreed to stiffen her attitude regarding disarmament. France seems to be willing to hold a meeting next month at Brussels with the Imperial German Chancellor at which the maximum and minimum figures of reparations may be put forward. The minimum figure may be 3,000,000,000 gold marks per year for 30 years.

In the Allied Premiers' statement recording the agreement, France would affirm that she is not inspired by any desire to annex Rhineland. Britain will agree to annex Rhineland and her unchanged intention to insist on disarmament and the reparation and economic clauses being enforced.

BERLIN, April 26th.
A semi-official statement says there is no foundation for the report that the German Government intends to demand that the French evacuate the recently occupied towns. The German Government expects the French to keep their promise and evacuate the towns as soon as the number of German troops in the neutral zone does not exceed the figure allowed.

The statement adds that the withdrawal of German troops from the neutral zone has been carried out. The number of officers and men in the zone no longer exceeds the 17,700 allowed in the neutral zone, in accordance with the Supreme Council's decision.

LONDON, April 26th.
The Daily Express states that the Allies are demanding a lump sum as reparation from Germany of 22,000,000,000 marks. France has been pressing for a higher figure. The amount will be definitely settled by a Conference at Brussels at which the German Chancellor will be present.

SAN REMO, April 26th.
The Conference has entrusted Britain with the mandates for Mesopotamia and Palestine, and France with the Syrian mandate.

The Conference is communicating with President Wilson regarding the boundaries of Armenia requesting him to arbitrate owing to difference of opinion in the Conference, which is expected to terminate on April 26th.

It is understood that Turkish suzerainty over Smyrna will be indicated by the fact that the population will not be entitled to send delegates to the Greek Parliament, but at the end of five years, a local Smyrna Parliament will have the right of voting in favour of a union with Greece. In such an event, the suzerainty will cease. Turkish sovereignty in Europe will be confined to the area within the Chatalja lines.

LONDON, April 26th.
The Conference has decided on the incorporation of the Balfour declaration in the Peace Treaty with Turkey, providing that Palestine should become the national home of the Jews—subject to the rights of the Arabs and Jewish nationals in other countries.

It is understood that the Adriatic question will be settled on the basis that Fiume, with the district of Volosca and the Island of Cherso will form a buffer independent State, the constitution of which has not yet been completely drafted.

They will be no territorial continuity between this State and Italian territory. Italy relinquishes her claim on Dalmatia, but Zara will become a free city with its own diplomatic representation.

Italy will have a mandate over the whole of Albania.

LONDON, April 24.
As a result of a two hours' conversation Mr. Lloyd George and M. Millerand reached an agreement with reference to German disarmament, reparations and Allied unity of action.

The Allies decided to proceed immediately with the estimation of the amount of reparations to be demanded from Germany who will be invited to send a representative to Brussels with a view to direct conversations on the subject. French circles are favourably impressed with the success of to-day's proceedings and the agreement will be submitted to the Supreme Council to-morrow.

THE OLYMPIC GAMES.

ANTWERP, April 26th.
In the Olympic Games, America beat Switzerland in Ice Hockey by 25/0.

BUSINESS NOTICES

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 commencing at 11 a.m.
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 Passage of the Hongkong & Kowloon
 Wharf & Godown Co., Ltd., Kowloon.
 213 Bundles Scrap Galvanized
 Wire.

Terms:—Cash on delivery.
 LAMMERT BROS.,
 Auctioneers.

or
FRIDAY, April 30, 1920,
 commencing at 11 a.m.
 at their Sales Rooms, 6 Duddell Street
 A Quantity of
 Valuable Household Furniture,
 comprising:—

Blackwood curio, stands, tapestry,
 tables and stools, leather covered couch
 and easy chair, fully carved oak
 screen, oak dining wagon, oak ice
 chest, oak dining chairs, card table,
 writing desks, bookcase, engravings,
 rug, single and double brass mounted
 iron bedsteads, oak wardrobes, oak
 dressing table, marble top wash-
 stands, camphorwood and oak chests of
 drawers, occasional tables, etc., etc.

Also
 1 Geyser (new)
 On view from Thursday, 29th inst.
 Catalogues will be issued.
 Terms:—Cash on delivery.
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SATURDAY, May 1, 1920,
 commencing at 11 a.m.
 at their Sales Rooms, 6 Duddell Street

22 pieces Sandal Wood.
 1 case Asparagus.
 2 cases Sugar Corn.
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 5 cases Raisins.
 1 crate Tree.
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THE Undersigned have received instructions from Messrs. THOMAS & CO., to sell by Public Auction

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TUESDAY, the 18th May, 1920,
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she now lies in the Meam River,
 Bangkok, with all her machinery, gear
 and appurtenances, etc.
 1157 tons gross Reg.
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 1500 tons deadweight capacity on
 17 feet mean draft. Speed 10 knots.
 This Steamer went ashore in the
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Inspection orders on application to
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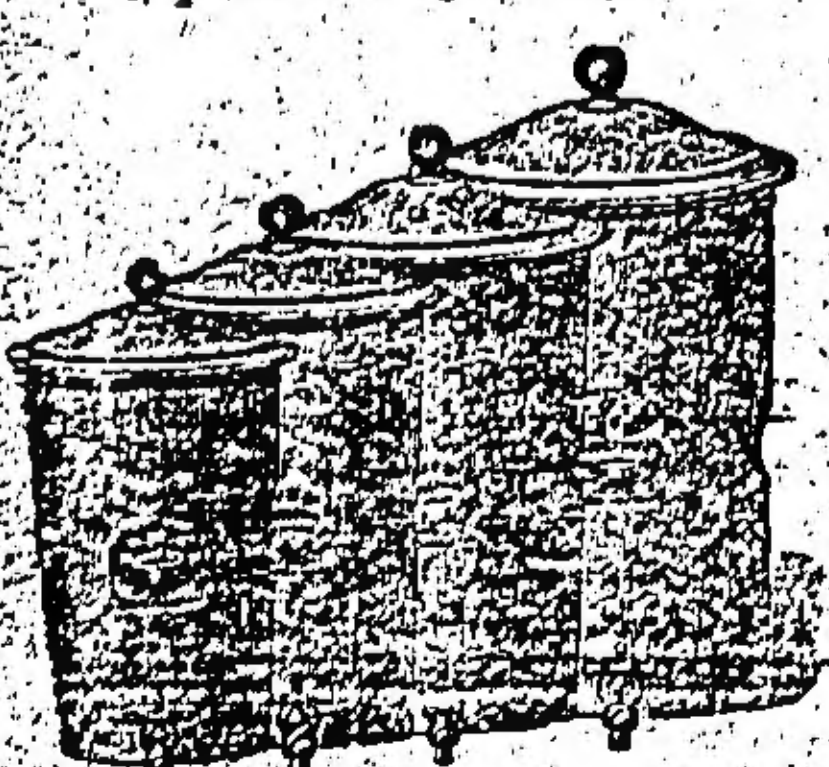
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No. 403 for All Diseases, No. 404 for All Diseases, No. 405 for All Diseases.

No. 406 for All Diseases, No. 407 for All Diseases, No. 408 for All Diseases.

No. 409 for All Diseases, No. 410 for All Diseases, No. 411 for All Diseases.

No. 412 for All Diseases, No. 413 for All Diseases, No. 414 for All Diseases.

No. 415 for All Diseases, No. 416 for All Diseases, No. 417 for All Diseases.

No. 418 for All Diseases, No. 419 for All Diseases, No. 420 for All Diseases.

No. 421 for All Diseases, No. 422 for All Diseases, No. 423 for All Diseases.

No. 424 for All Diseases, No. 425 for All Diseases, No. 426 for All Diseases.

No. 427 for All Diseases, No. 428 for All Diseases, No. 429 for All Diseases.

No. 430 for All Diseases, No. 431 for All Diseases, No. 432 for All Diseases.

No. 433 for All Diseases, No. 434 for All Diseases, No. 435 for All Diseases.

No. 436 for All Diseases, No. 437 for All Diseases, No. 438 for All Diseases.

No. 439 for All Diseases, No. 440 for All Diseases, No. 441 for All Diseases.

No. 442 for All Diseases, No. 443 for All Diseases, No. 444 for All Diseases.

No. 445 for All Diseases, No. 4

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Office used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telephone Address
"MELBORN" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE GOVERNMENT),

SATURDAY,
May 1, 1920, at 11 o'clock,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Lee House Street—

One 5-6 H.P. Twin-cylinder INDIAN
Motor-cycle and Sidecar, in running
order, complete with Lamps, Tools,
Sidecar Apron, Pillion Cushion, Pump,
Spare Plugs, etc.

Very smart outfit.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 26, 1920.

THE Undersigned have received instructions to sell by Public Auction,
the Estate of VICTORIA, to sell by
Public Auction,

FRIDAY,
the 30th April, 1920, at 2.30 p.m., at
his residence St. Paul's College.

Supper
Valuable Household Furniture,
etc., etc.,
therein contained,
consisting of:—
Billiard, Teakwood Roll-top Desk,
Writing Tables, Chesterfield Sofa and
Arm-chairs, Large Glass-fronted Book-
cases, Teakwood Sideboard, and Dining
Chairs, Extension Dining Table, Carpets
and Rugs, Sundry Glassware, Crockery
and Pottery.

Highly made Twin Beds, Teakwood
Bedroom Suite, Wardrobe, Washstand
and Dressing Table, Toilet Crockery,
etc., etc.

And
One Victor Gramophone.
On view from morning of sale.
Catalogues will be issued.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 21, 1920.

SAVARESS'S
SANTAL
CAPSULES

PHYSICIANS RECOMMEND THEM
Of all Chemists. Made in London.

DO YOU KNOW
THAT EVERY
MOTOR BOAT

BUILT IN OUR YARDS IS
INSPECTED AT ALL STAGES
OF CONSTRUCTION AND IS
PASSED ONLY AFTER PROV-
ING ITSELF IN MANY EX-
HAUSTIVE TESTS?

WE HAVE MANY
NEW DESIGNS.

Let us Figure on your
New Boat.

ALEX. ROSS & CO.,
25, Des Voeux Road Central.
Tel. 27.
GARAGE, KOWLOON,
Tel. 8417.

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED.

WANTED.—A Small HOUSE or
three or four Rooms. Apply
to Mr. H. ORTA, P. O. Box 540.

WANTED.—First Class European
Stenographer and Typist.
Knowledge of Insurance work an
advantage. State salary required.
Apply to Box 1189.
c/o "China Mail."

WANTED.—A stenographer typist
for engineering firm. Good
prospects. State previous experience
and salary required.—Box 1190.
c/o "China Mail."

WANTED.—To Purchase a setter
or Pointer PUP (dog) apply
1183 c/o "China Mail."

TO LET.

TO LET.—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

WANTED.

WANTED FOR CANTON.—An
Experienced Chinese Office
Clerk with knowledge of general office
work. Must have thorough knowledge
of English, and must be typist.
Stenographer preferred. Excellent
salary. Apply P.O. Box 93, Hongkong.
An experienced Chinese office clerk
familiar with statistical work. Must be
able to take care of English correspondence
and must be typist. Excellent
salary. Apply P.O. Box 93, Hongkong.
with a thorough knowledge of shipping,
to act as first shipping clerk. Suitable
salary. Apply P.O. Box 93, Hongkong.

NOTICES.

To Facilitate the large increasing business, The
INTERNATIONAL SAVINGS SOCIETY OF SHANGHAI have opened a
HEAD OFFICE for South China on the Ground
Floor of THE SUN Building, Canton, and request that for the
future all matters pertaining to the above Company will be
addressed to that office.

INTERNATIONAL SAVINGS SOCIETY,
L. C. Waters, Gen. Mgr. South China.

THE UNDERSIGNED beg to announce that the INTER-
NATIONAL SAVINGS SOCIETY OF SHANGHAI have opened a
HEAD OFFICE for South China, in Canton, and from this date
all business pertaining to the above Company will be addressed
to that office. By mutual arrangement our Representation of the
above Company ceases from this date.

April 26, 1920.

GERIN, DREYARD & CO.

LA FAVORITE

LATEST PARISIAN CREATIONS
EVENING DRESSES AFTERNOON
GOWNS, SMART COSTUMES &
SPORTING APPAREL.

LA FAVORITE

9, Beaconsfield Arcade.

BATHING COSTUME

LADIES &

GENTS

High

At

Quality

Moderate

Goods

Prices.

THE WING ON CO., LTD.

HONGKONG EMPORIUM.
Phones 196 & 198.

"PRARIE STATE"

INCUBATORS

WE CAN SUPPLY YOU WITH INCUBATORS
of 130 egg capacity—from stock.

ALSO

BROODERS

If you are a CHICKEN FANCIER see our
Show Room—No. 83-85, Des Voeux Road Central,
or our Import Department—No. 1A, Chater Road.

HOGG, KARANJIA & CO., LTD.,
1A, CHATER ROAD. PHONE 2354.

TAIYO & CO.

JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 2, Nathan St.

MUMEYA

Japanese Photographers.
All kinds of Photographic Work done
in latest styles also Passport Photos.

Developing and Printing for
Amateurs a Speciality.
No. 4A, Queen's Road Central.
Tel. 254.

INTIMATIONS.

THE HONGKONG ELECTRIC
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN
that Certificates in connection
with New Issue of Shares are now
ready and may be had at the Com-
pany's Office, St. George's Buildings,
on application upon surrender of
Banker's receipt.

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, April 26, 1920.

THE HONGKONG ELECTRIC
COMPANY, LTD.

REDUCTION IN PRICE.

From May 1, 1920, the Price of
Current for Lighting and Fans will
be REDUCED to 10 cents per Unit.
Discounts will remain as before.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, April 26, 1920.

REPULSE BAY HOTEL.

WEDNESDAY, April 28th.
TEA DANCING from 4 to 7 p.m.
DINNER DANCE from 8 p.m.

SATURDAY, May 1st.
TEA DANCING from 4 to 7 p.m.
DINNER DANCE from 8 p.m.

SUNDAY, May 2nd.
ORCHESTRAL CONCERTS during
Tea and Afternoon.

THE ROYAL HONGKONG YACHT
CLUB.

NOTICE.

BATHING SEASON.

THE GENERAL COMMITTEE has
decided to again throw the Club
House open from 1st May, to certain
approved persons who are not Mem-
bers of the Club.

Applications for Bathing Member-
ship should be sent to either of the
undersigned.

By Order,

E. W. CARPENTER,
P.W.D.

D. K. BLAIR,
Lowe, Bingham & Matthews.

Hongkong, April 15, 1920.

STEAM LAUNCH FOR SALE.

OUTLINE SPECIFICATION.

Length over all 55 feet
Breadth extreme 11' 1 inch
Depth of Hold 5' 5"
Gross Tonnage 23.01
Net Tonnage 10.27
Cylinders 6" & 13"
Strokes 9"
Boiler of Steel, Round Hor-
izontal Multitubular.....
Diameter of Boiler 4' 6"
Length of Boiler 8' 2"
Working Pressure 125 lb.

For further Particulars

Apply—

GORDON & COY.,

St. George's Buildings.

A COMPLETE AERATED WATER

PLANT FOR SALE.

The Machines are made by Messrs.
Bosby & Hinchliffe, Ltd., Manch-
ester, and guaranteed in perfect
working order. This complete plant
will turn out 2,400 dozen Aerated
water per day.

KWONG SANG HONG LTD.,

P. O. Box 390. Hongkong.

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship
"KOREA MARU,"
From SAN FRANCISCO, via HONO-
LULU, JAPAN PORTS & MANILA.

The above named Steamer having
arrived Monday, 26th inst., 1920,
consignees of Cargo are hereby
notified to present their Bills of Lading
for counter-signature, and take im-
mediate delivery from alongside steamer
or the Company's Godown, where all
cargo impeding immediate discharge will
be landed as consignees' risk.

Storage will be assessed on
cargo remaining undelivered after
Monday, 3rd May.
All broken, chafed and damaged
packages will be landed into the Com-
pany's Godown, where same will be
examined, on Monday, 3rd May,
at 11 A.M.

No claims will be recognized, after
the goods have left the steamer or
Godown and none will be entertained if
presented later than three weeks after
arrival of steamer.

No Fire Insurance whatever will be
effected.

Y. TSUTSUMI,
Manager.

Hongkong, April 26, 1920.

NOTICES TO CONSIGNEES.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING."

From CALCUTTA, via RANGOON,
PENANG, SINGAPORE, and
SAIGON.

THE above mentioned vessel having
arrived from the above men-
tioned Ports, Consignees of cargo
are hereby informed that they must
take immediate delivery of same from
alongside, and all cargo impeding
discharge will be landed at their risk
and expense into the Pacific Mail
Steamship Company's godowns at
West Point, and stored at Consignees'
risk.

Consignees of cargo are hereby
notified that they must produce an
Import Permit signed by the Superin-
tendent of the Imports and Exports,
Hongkong, before Bills of Lading
can be counter-signed.

All broken, chafed and damaged
goods are to be left in the godown,
where they will be examined on
April 29, at 10 a.m., and April
30, at 10 a.m.

All claims must be presented within
a week of the steamer's arrival here,
after which they cannot be recognized.
No claim will be admitted after the
goods have left the godown, and all
goods remaining undelivered after
April 30, will be subject to rent.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for counter-signa-
ture immediately.

PACIFIC MAIL STEAMSHIP CO.,

As Operated, U.S. Shipping Board.

J. ORAM SHEPPARD,

Acting Agents.

Hongkong, April 24, 1920.

NOTICE TO CONSIGNEES.

S.S. "WEST INSKIP"

From SAN FRANCISCO via JAPAN
PORTS, SHANGHAI and MANILA.

The above mentioned vessel, having
arrived from the above mentioned
Ports, with cargo ex S.S. "COLOMBIA"
Voyage 14-Out, Consignees of cargo are
hereby informed that their cargo will be
landed at their risk and expense into
the Pacific Mail Steamship Company's
godowns at West Point, and stored at
Consignees' risk and expense.

Consignees are hereby notified that
cargo transferred from the S.S.
"COLOMBIA" to the S.S. "WEST
INSKIP" at Yokohama will be subject to
General Average and before delivery of
such cargo can be given they must sign
General Average Bond, furnish com-
pleted valuation statements and pay a
General Average contribution of 1 1/2% of
the invoiced value of the goods.

Consignees of cargo are hereby
notified that they must produce an
Import Permit signed by the Superin-
tendent of the Imports and Exports,
Hongkong, before Bills of Lading can be
counter-signed.

All broken, chafed and damaged
goods are to be left in the godown,
where cargo ex S.S. "COLOMBIA"
will be examined by Messrs. Goddard
and Douglas on April 29th at 10 a.m.,
and cargo ex S.S. "WEST INSKIP"
will be examined by the Company's
representative on April 30th at 10 a.m.

All claims must be presented within
a week of the steamer's arrival here,
after which they cannot be recognized.
No claim will be admitted after the
goods have left the godown, and all
goods remaining undelivered after
MAY 3rd will be subject to rent.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for counter-signa-
ture immediately.

PACIFIC MAIL STEAMSHIP CO.,

Hotel Mansions,

J. ORAM SHEPPARD,

Acting Agents.

Hongkong, April 26, 1920.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship

"RYTANO MARU,"

having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong
and Kowloon Wharf and Godown Co.'s
Godowns at Kowloon, where each con-
signment will be sorted out mark by mark and
delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary
before Noon, To-day.
Goods not cleared by May 3, 1920,
will be subject to rent.
Damaged packages must be left in the
Godown for examination by the Consignee's
and the Co.'s representatives at an appoint-
ed hour on TUESDAY and FRIDAY.
All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godown.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, April 26, 1920.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

THE HOTEL ASIA

WEST BUND, CANTON.

The highest building in Canton affording a
panoramic bird's eye view of the whole
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
room, Roof Garden, Cinematograph Theatre, and every modern
convenience provided.

Special monthly and family rates can be
arranged on application to

THE SUN CO., LTD.,
Proprietors.

LONG HING & CO., PHOTO SUPPLIES,
KODAK and Kodak Film, etc., etc.
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

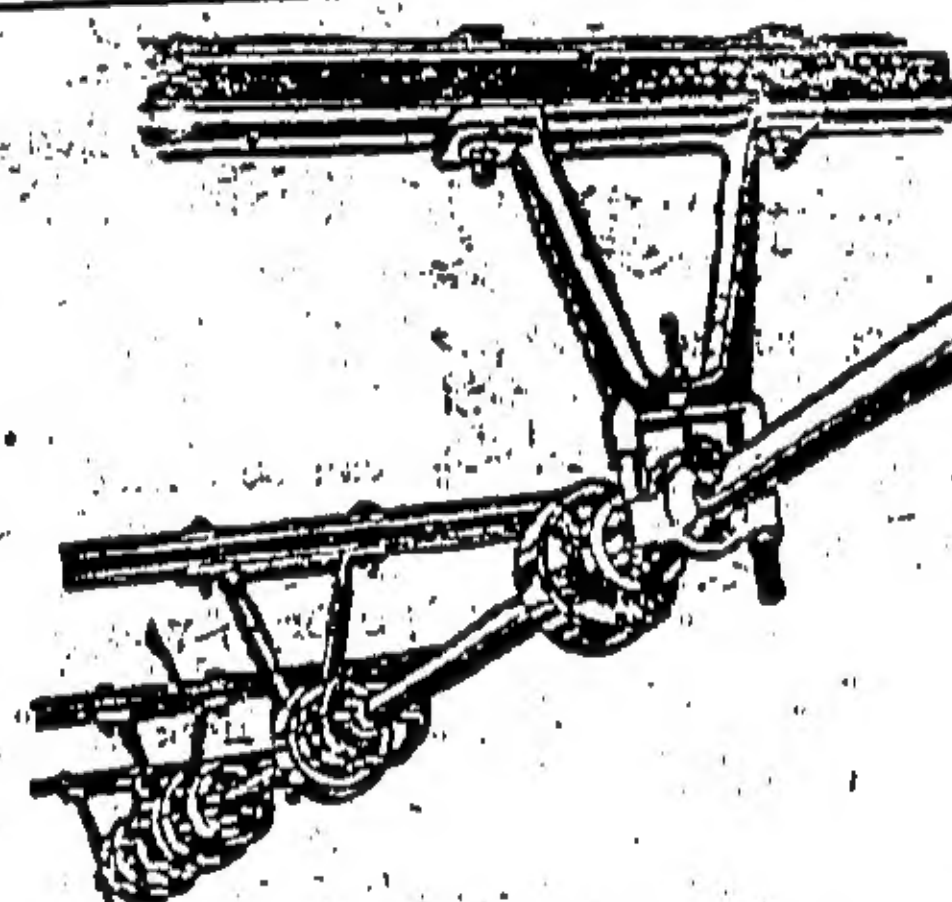
THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE. CABLE LAID 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers



SPECIFY

SKF

BALL BEARINGS

ON ALL MACHINES YOU ORDER
We can supply Bearings for all kinds of Machines
POWER SAVING NO HOT BEARINGS
SELF ALIGNING REQUIRE LESS ATTENTION.

THE CHINESE **SKF** CO., LTD.

THE UNITED ASBESTOS ORIENTAL
AGENCY, LTD.
SOLE AGENTS FOR HONGKONG.

These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.
155, Des Voeux Road, Hongkong.



六號香煙 牌標 凡天 華 廣
十號香煙 牌標 凡天 華 廣
五號香煙 牌標 凡天 華 廣
百號香煙 牌標 凡天 華 廣

"NOVARA" CONTINUES VOYAGE.**PASSENGERS FOR NORTHERN PORTS.**

The s.s. "Novara," Peninsular and Oriental Line, Messrs. Mackinnon, Mackenzie and Co., Hongkong Agents, left to-day for Shanghai with the following first class passengers booked here for that port:

Sir Ellis Kadoorie, the well-known Hongkong merchant, Mr. and Mrs. N. E. Drake, Mrs. L. Brockways, Mr. and Mrs. A. B. Parson, Mr. and Mrs. G. E. Huggins, and Messrs. A. N. Spencer, C. Rudd, J. A. Tarrant, A. K. el, Arculli, R. W. Lane, J. E. Edwards, A. Cohen, P. H. Everhart, G. J. Barratt, C. L. Bryant, and F. A. Bruce.

First class passengers booked in Hongkong for Kobe, Japan, include:—Mr. J. W. Stewart, Miss E. Stewart, and Miss L. McLean.

Mr. A. R. Williamson remains on board the "Novara" until the vessel reaches Shanghai, having booked through to Shanghai from London.

On her return trip to Europe, the "Novara" is scheduled to call here on or about May 21st.

SMUGGLING ARMS.

Two Japanese firemen of the s.s. "Kitano Maru" were this morning brought before Mr. R. O. Hutchison at the Magistracy on charges of possession of 12 revolvers in the case of No. 1, and possession of 2 revolvers and 1,400 rounds of ammunition in the case of the other. They were searched as they were leaving the ship at the Kowloon Godowns by the Revenue Officers, yesterday, and No. 1 was found to have one revolver tied round his waist, and eleven others concealed in a basket which he was carrying. No. 2 had two revolvers tied round his waist, and the 1,400 rounds of ammunition in a basket.

When asked what they had to say, the defendants said the contraband was given them by a friend to deliver to a man in Hongkong. On the arrival of the ship in port, the man came on board, and arranged with them for the contraband to be handed over to him at the Ferry wharf. They were taking the arms to the Ferry wharf, when they were searched and arrested. They did not know where this man lived.—\$500 fine, or three months' hard labour.

AN OLD "CHARACTER"

A beggar aired his surprisingly good knowledge of English, before Mr. N. L. Smith at the Magistracy this morning, when he was charged with begging in Queen's Road Central. The Police said the defendant had been sent away three times, but he persisted in returning. He was a nuisance to pedestrians in the central district.

The defendant told the Magistrate that he is over eighty years of age, and no longer able to work. In his younger days, he had been employed at the Naval Dockyard. His son too, had been employed at the Dockyard, but he met with an accident in the course of his work, and broke a leg. He has since gone to another country to seek his fortune. The defendant wound up his speech, which was delivered in almost faultless English, with these words: "I am an old man, sir. I have been to America. I hope you will excuse me this time, please. This is the first time. God will bless you and give you a lot of happiness if you free me."

His Worship remarked that if the defendant had really been to America, he should be a rich man now.—\$2 fine or five days' hard labour.

The defendant caused some amusement in Court when he "presented arms" with the bamboo he was carrying, and then shouldering it, he marched out of Court. At the door, he turned round, and standing erect, said: "I am going to fight now." (Laughter).

PICTORIAL ART.**BRIEF NOTICES.**

Hongkong artists, apparently, continue to show pictures that have done duty at previous exhibitions. Complacency in achievement is less desirable than continued endeavour.

Etchings.—From The Studio offices at 44 Leicester Square comes a portfolio illustrating the charm of the etcher's art. It contains a dozen large reproductions of recent plates by Sir Frank Short, D. Y. Cameron, James McBey, E. S. Lumsden, and W. P. Robins, and has a literary preface by Malcolm C. Salaman which is good reading. "Nowadays," he says, "everyone is expected to recognise an etching, even though it be a dry-point. The fine distinction would proclaim the connoisseur." This shows that literature is capable of dry-points.

One of the etchings, in which Lumsden pictures Ganges worshippers, appears to us the best of the collection.

The Studio.—The numbers for February and March, show that this magazine of fine and applied art maintains its standard. Its reproductions are remarkably good work. The March number has an interesting article about the revival of the wooden house, with striking illustrations.

SHELL SHOCK EFFECTS.**AND THE UNCONSCIOUS MIND.**

"Shell shock and the unconscious mind" was the subject of an address by Dr. Millais Culpin, M.B., F.R.C.S., at a meeting of the Portsmouth Brotherhood in the Wesley Church, Arundel Street, Landport, in the early part of the present year, when he gave most interesting particulars as to the causes and cure of this distressing malady.

Dr. Culpin opened his address by mentioning the symptoms of shell shock, and pointing out that they were not of recent origin, but that similar symptoms prevailed in civil life, while he recorded an instance of what was really a similar case to shell shock which occurred in the Greek wars of 400 B. C. At first the condition was thought to be due to bleeding in the brain, but that theory had been dropped and it was now realised that shell shock was purely a mental condition. There was continuous stream of thought in a man, continued the doctor, which was called the "stream of consciousness." A man usually thought that his whole existence was confined within this "stream of consciousness," but it was not so as there was a "deep sea of unconsciousness" or a sub-conscious mind, beneath it, in which were inborn many things which affected a man's life and condition. These included his instincts, which did not come within his "stream of consciousness." They belonged to the unconscious mind, in which, too, was everything a man remembered and also everything he had forgotten.

Returning to shell shock, the lecturer explained that one of the most prevalent symptoms of it was fear, but the patient did not know of what he was afraid. Some men were afraid to be in a crowd, some to be in darkness, and there were other trifling things of which they were afraid. One case cited by the lecturer was that in which a man was afraid of the buzz of a fly (it subsequently transpired that it was to him the drone of a German aeroplane). It had been found to be almost impossible to get men, suffering from shell shock to talk about their experiences, or what they had gone through. They could not do so. It upset them to talk about it, but it was good for such men to do so. It was the duty of the physician to find out from a shell shocked patient what he did know, and what had been the experiences that led to his condition; to bring them back to his memory, and induce him to face his trouble. It would be a mental conflict for him to do so, but in that conflict lay the man's cure. What had really occurred had been that he had pushed his fear, or some terrible experience, down into his subconsciousness, and there it had remained until some special circumstance, such as the explosion of a shell, or other violent explosion, had acted like the "last straw" and he became unconscious. On his return to consciousness he would stammer, had loss of memory, was morose, and could not concentrate his mind on anything, was filled with dread but of what he did not know. If they could make such a man talk about what he had been through, and make him look his experiences straight in the face, they would do him good. A study of war cases of shell shock showed that in 50 per cent. there had been previous symptoms, which the war had only made more serious.

LATEST SHIPPING NEWS.**ARRIVALS.**

The s.s. "Mascopa" Capt. J. Berg, 4,417 tons, arrived yesterday at 11.45 a.m., from Tarakan with 8,700 tons of fuel oil.

The s.s. "Juno" Capt. G. W. de Bowe, 1,385.25 tons, arrived yesterday at 8 a.m., from Balikpapan with 981 tons of Borneo Oil.

The s.s. "Shisen Maru" (Capt. G. Matsuzaki), 1,291.98 tons, arrived yesterday at 3.50 p.m., from Keelung with 1,250 tons of coal.

The s.s. "Novara" (Capt. W. F. Cossey R.N.R.), 4,249 tons, arrived yesterday at 9 a.m., from Singapore with 1,200 tons of general cargo.

DEPARTURES.

The s.s. "Hanoi," Capt. Lepoulain, sailed for Haiphong at 3 p.m. to-day with 800 tons of general cargo.

The s.s. "Kwanglee," Capt. Sangster, sailed for Shanghai at 4.30 p.m. to-day with 1,200 tons of general cargo.

The s.s. "Bengkalis," Capt. F. A. Lembach, sailed for Batavia via Singapore at 6 a.m. to-day, with 800 tons of general cargo.

The s.s. "West Cadron," Capt. Anderson, sailed for San Francisco via Manila at noon, to-day, with 300 tons of general cargo.

COLLISION IN AN ICEFIELD.**A QUESTION OF COMPULSORY PILOTAGE.**

In the Admiralty Court, before Mr. Justice Hill (sitting with Trinity Masters), the Wilmington Steamboat Company, owners of the steamer "City of Philadelphia," belonging to the port of Wilmington, Delaware, U.S.A., claimed damages from the China Mutual Steam Navigation Company, Ltd., the owners of the steamer "Opack," of the port of Liverpool, for damages arising out of a collision between those vessels in the Delaware River on the afternoon of 1st January, 1918.

Mr. Geo. Langton (instructed by Messrs. Thos. Cooper and Co., London) appeared for the plaintiffs; and Mr. H. C. Dumas (instructed by Messrs. Cameron, Macfarlane, and Davis, Liverpool—London agents, Messrs. Stokes and Stokes) for the defendants.

The case for the plaintiffs was that shortly before 12.30 p.m. the "City of Philadelphia" (749 tons gross) was in the Delaware River, about off Eagle Point, in the course of a voyage from Chestnut-street Wharf, Philadelphia, to Hog Island, Philadelphia. The port quarter ebb tide was of no appreciable force, as the river was full from shore to shore with heavy packed ice. The vessel was proceeding down river with her engines working full speed ahead, breaking the ice as she went and making slow and uneven progress. She had on her way down river safely passed the "Opack," leaving her on her port side lying fast in the ice about abreast of the Horsehoe buoy, and she was obliged to stop her engines owing to lack of water for her condenser about Eagle Point, and was lying stopped in the ice, making no headway. Immediately after this the "Opack" was seen distant a quarter to half a mile astern to be coming ahead down the river. A danger signal of several short blasts, in accordance with the pilot rules, was sounded by the "City of Philadelphia" to warn the "Opack" that it was not safe to attempt to pass her. As the "Opack" continued down without replying to the signal and without stopping her engines, or keeping astern and out of the way as she could have done, the danger signal of the "City of Philadelphia" was repeated two or three times, but the "Opack" without replying came on and with her port bow struck the starboard quarter of the "City of Philadelphia," causing her damage. The plaintiffs alleged that there was a bad lookout on the "Opack," which improperly attempted to overtake and pass the plaintiffs' vessel; that she did not stop and reverse engines, that she neglected to answer the whistle signals of the "City of Philadelphia," and neglected to give any indication by signal of her intentions or manoeuvres.

The defendants denied negligent navigation. It was stated that the "Opack" (3,885 tons gross), on a voyage from Philadelphia to Liverpool, was in charge of a licensed pilot proceeding down the deep-water channel made in the ice by the icebreaker, in about mid-channel, and was making about five to six knots through the broken ice. The "City of Philadelphia" was seen distant about 150 feet bearing about on the starboard beam. The "Opack" kept her course and speed, and the "City of Philadelphia" after passing the "Opack," got ahead of her, and when at a distance of from 200 to 300 feet sounded a series of blasts and was seen to be stopping. The helm of the "Opack" was ported and one short blast was sounded, her helm was hard-ported and her engines were put full speed astern and three short blasts were sounded, but the "City of Philadelphia" with her starboard quarter struck the port bow of the "Opack," doing herself the damage complained of. The defendants alleged that the "City of Philadelphia" improperly overtook and passed the "Opack," and unnecessarily stopped her engines instead of keeping them working ahead, and did not give the "Opack" timely notice that she was stopping. Ultimately the defendants pleaded that the collision was the result of an inevitable accident, and further, that negligence, if any, was the fault solely of the compulsory pilot.

To the plea of compulsory pilotage the plaintiffs replied that by the provisions of the Pilotage Act, 1913, which were in force on July 1, 1918, the defendants were answerable for any loss or damage caused by the "Opack" in the same manner as if the pilotage were not compulsory.

His Lordship, in his judgment, said the collision was caused by no fault on the part of anybody else except that of the pilot of the "Opack." He was unable to find that the pilot did not receive from those on that vessel the assistance that he ought to have. He knew what the "City of Philadelphia" was doing, and the collision could have been avoided if the pilot had taken off his way at once. That was a fault which amounted to negligence. He therefore decided that the collision was brought about through the fault of the pilot alone. The question whether the "Opack" was or was not under compulsory pilotage under the Compulsory Pilotage Act would stand over for argument.

TO-DAY'S NEW ADVERTISEMENTS.**HONGKONG DOG, CAT, POULTRY & PIGEON SHOW, 1920.**

A SHOW in connection with the above will be held by kind permission of the Stewards, Hongkong Jockey Club within their enclosure.

HAPPY VALLEY ON MAY 1st.

No Bird or Dog will be allowed to be brought in or taken away without reference to the Special Stewards.

B. L. FROST, Hon. Secretary & Treasurer, Eastern Extension Tel. Co.

NOTICE TO CONSIGNEES.

THE Steamship "AFRICA" FROM TRIESTE, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 3rd prox. at 10 a.m. by Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., Ltd.

Agents.

Hongkong, April 23, 1920.

THE ROYAL HONGKONG GOLF CLUB.**PROFESSIONAL PAIRS COMPETITION.**

MEMBERS are reminded that entries close on May 2nd.

L. S. GREENHILL, Hon. Secretary.

Hongkong, April 23, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONSIGNEE),

TUESDAY,

May 4, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c., comprising—

Chamberbeds, Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, complete Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Slideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Crochery, and Glass Ware, Jooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Slide Tables, Chairs, Calendars, Pictures, Carpets new and second-hand.

Also Four Fiances, One Enamelled Bath, Camera, &c., &c., (Full Particulars from Catalogue). Terms—Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, April 23, 1920.

TO-NIGHT & TO-MORROW

at 5.15, 7.15 & 9.15 p.m.

POSITIVELY LAST PERFORMANCES

OF

"THE GREAT LOVE"

AT

THE CORONET.**HONGKONG THEATRE.****FOR TWO NIGHTS ONLY**

Commencing

TO-NIGHT (Wednesday), April 23.

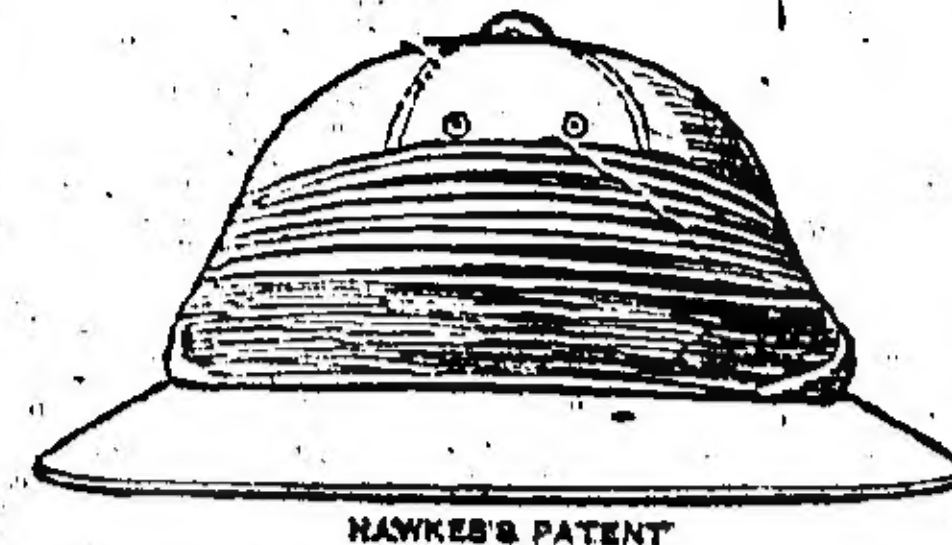
FANNIE WARD "COMMON CLAY"

THE HAWKINS' SPECIAL SEVEN PARTS AT THE REPUBLIC THEATRE, NEW YORK.



Book your seats now.

Usual Prices.

NOTICES.**LANE, CRAWFORD & CO. THE HOUSE FOR HATS.****HAWKES' FAMOUS CORK SUN HATS.**

The Special Feature of this HAT is this Cushion fitting which conforms to any Shape head. Finished with Leather Binding.

neat Fuggaree and Chin Strap.

Smart Shape and Absolutely Water Proof.

Stocked in No. 1 & No. 2, Quality.

Price - - - \$9.00 & \$11.00 Each.

Tress & Co.'s Light Weight Cork Hats

Extremely Light and Fashionable Shape with Perfect and Positive Ventilator which combines both Comfort and Ease. \$7.50 EACH.

COLUMBIA**New Records Received.**

A8054	Good Morning Mr. Zip-Zip, A Little Bit Of Sunshine,	Fox Trot	Marconi Bros.
A5851	Pretty Baby, Walkin' The Dog,	One Step.	Princes Band.
A2387	Waterson, Over There, Smiles,	One Step.	Fullers Novelty Orchestra.
A2578	Missouri,	Fox Trot.	Waltz Fullers Novelty Orchestra.

THE ANDERSON MUSIC CO., LTD.

18, DES VOEUX ROAD CENTRAL.

TEL. 1322.

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Voeux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE, Phone 2499.

Hongkong, April 23, 1920.

GENUINE CREME SIMON, AND POUDDRE SIMON.

STOCKS OF THESE FAMOUS FACIAL PREPARATIONS JUST RECEIVED FROM FRANCE.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC. TANSAN is a DELICIOUS DRINK. TANSAN is ABSOLUTELY PURE. TANSAN is an AID TO DIGESTION. TANSAN does NOT LOWER THE SYSTEM. TANSAN is a PICK ME UP. TANSAN has NO EQUAL. TANSAN is FREE FROM BACTERIA. If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."**TANSAN**

Beware of spurious imitations which are unpalatable and dangerous. See that the label bears the name of

J. CLIFFORD-WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-Japanese Exhibition.

SOLE AGENTS:—

GANDE, PRICE & COMPANY, LTD.

Tel. No. 122.

8, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

ENT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 8 a.m. and 8 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 6 p.m.)

Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "RIJUN MARU,"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transshipment at CAIRO.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

HAYAMA MARU Tuesday, 4th May.

HAYAMA MARU Tuesday, 8th June.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU Friday, 28th May.

SEATTLE MARU Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SIAM MARU Tuesday, 11th May.

LUZON MARU Saturday, 15th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SEISEN MARU Sunday, 2nd May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUBI MARU Monday, 7th June.

VICTORIA & VANCOUVER—Twice via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA MARU (Call Shanghai) Saturday, 22nd May.

CHICAGO MARU Saturday, 6th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAITO MARU Sunday, 2nd May.

TAKAO via SWATOW and AMOY.

ROSHU MARU Thursday, 6th May.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S. S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS.

"VICTORIA" Sailing on or about 2nd May.

(Sailing at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO.,

115 Connaught Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW & SINGAPORE. SAILING SUBJECT TO ALTERATION.

SWATOW & SINGAPORE. SAILING SUBJECT TO ALTERATION.

SHANGHAI AND NEWCHANG. SAILING SUBJECT TO ALTERATION.

WEIHAIWEI, CHEFOO & TIENTSIN. SAILING SUBJECT TO ALTERATION.

SHANGHAI & TIENTSIN. SAILING SUBJECT TO ALTERATION.

SWATOW & SINGAPORE. SAILING SUBJECT TO ALTERATION.

MANILA, CEBU & ILOILO. SAILING SUBJECT TO ALTERATION.

AMOI, SHANGHAI AND FUKOW. SAILING SUBJECT TO ALTERATION.

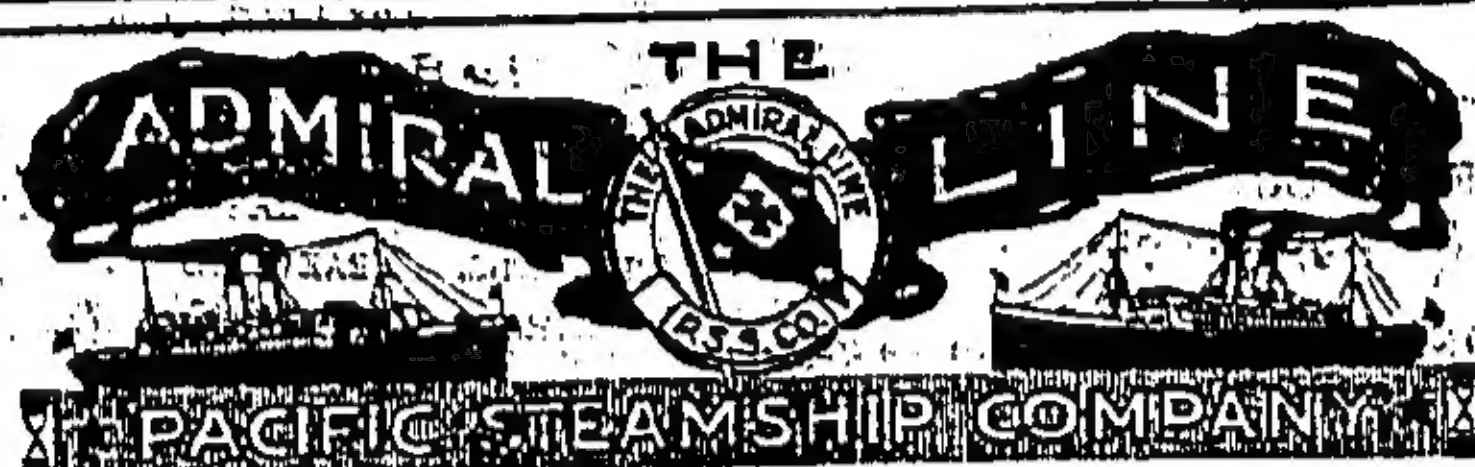
SHANGHAI. SAILING SUBJECT TO ALTERATION.

Saloon accommodation, amplitude, Electric Light and Face in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WEST HARTLAND" About May 1st.

"EDMORE" About May 3rd.

"TODMID" About May 26th.

"CROSSKEYS" About June 2nd.

For PORTLAND Direct.

"COCKET" About May 1st.

"WABAN" About May 15th.

"MONTAGUE" About June 10th.

"ABERCOB" About June 20th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "DRYDEN"

About MAY 10th.

Via PANAMA.

S.S. "RADNOR"

About MAY 10th.

Via PANAMA.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

AGENTS. SIX FLOOR, HOTEL MANSIONS.

Telephones 2477 & 2478.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE INWARDS. ABOUT. SAILING FOR LOS ANGELES. ABOUT.

SIS. VINITA May 15. S.S. VINITA May 17.

S.S. WEST NIVARIA June 15. S.S. WEST NIVARIA June 17.

S.S. WEST MONTOP July 15. S.S. WEST MONTOP July 17.

through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—HONGKONG, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Prince's Buildings, Charter Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1063.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers tons Leave Hongkong.

KOREA MARU 30,000 3rd May.

TESTO MARU 20,000 13th May.

SHINYO MARU 20,000 17th June.

PERBIA MARU 20,000 5th July.

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, VALPARAISO,

CALLAO, ARIKA and IQUIQUE.

Thence by Trans-America Route to Buenos Aires.

Steamers tons Leave Hongkong:

SHINYO MARU 14,000 May 7th.

KIYO MARU 17,500 July 13th.

ANTO MARU 18,500 Sept. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers. Leaves Hongkong.

OROYO MARU May 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER,

King's Building.

SHIPPING

CP&OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe & Yokohama)

STEAMERS. From Hongkong. Due Vancouver.

Empress of Russia May 6 May 24

Empress of Japan May 26 June 16

Empress of Asia June 3 June 21

Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 16

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 28 Sept. 13

Empress of Japan Sept. 14 Oct. 6

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

Monteagle Oct. 28 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Passage Fares Hongkong to United Kingdom.

Empress of Russia 12.80 P.m. Reg. Gold 4.000 Tons Reg. Gold

Empress of Asia 12.80 P.m. Reg. Gold 4.000 Tons Reg. Gold

Empress of Japan 12.80 P.m. Reg. Gold 4.000 Tons Reg. Gold

Monteagle 12.80 P.m. Reg. Gold 4.000 Tons Reg. Gold

For Fares and other information please apply to—

HONGKONG OFFICE. CANADIAN PACIFIC

Telephone 715. CANADIAN PACIFIC

OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,200 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" May 2nd, 1920. "NILE" May 15th, 1920. "CHINA" May 23rd, 1920.

AN UNPARSED HIGH CLASS

PASSENGER SERVICE.

O. H. BITTER, Freight and Passenger Agent.

Prince's Buildings, 100 House Street. Tel. 1934.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Face in State-rooms and Saloons. "Excellent Cuisine."

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

STEAMERS. CAPTAIN. LEAVING.

HAICHONG Capt. A. H. Stewart FRIDAY, 30th April, at 2 p.m.

HAICHONG Capt. Ed. Walker TUESDAY, 4th May, at 2 p.m.

HAICHONG Capt. W. O. Parnmore FRIDAY, 7th May, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

S.S. "LOUCERO" April 29.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRERA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS, SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON AND ROTTERDAM "KAZEMBE" 25th May.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to BRISBANE & Co., Canton.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF COLOMBO" via Hongkong 18th May.

"BURYMAOCH" via Hongkong

YOU'LL SLEEP BETTER IF YOU

OUR LOOSE FITTING SHORT SLEEVE, KNEELENGTH SLEEPING SUITS



Made of white check nainsook, soft,
light weight yet firm, cut full and
easy fitting and wash splendidly.

\$ 3.75 per Suit

LONG SLEEVES & FULL LENGTH \$4.00 per Suit

MACKINTOSH

& CO. LTD.
Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

NEWS FROM HOME.

HIGH PRICES.

(From Our Own Correspondent.)

LONDON, March 11.

The greatest question here to-day is the continuance of high prices. The vicious circle continues to swing—higher wages, higher materials, still higher prices, then higher wages again to meet them. The man with the fixed salary is ground between the millstones and at last is forgetting his phlegm and ultra-respectability and is groaning audibly. Perhaps it would be more accurate to say his wife is groaning for him.

For there is no question about it—the women are coming into the open far more since they got the vote and won elections. Two thousand maidens yesterday demonstrated in the approved fashion against the Government and demanded action in a most business-like way. They pointed to the plucked cocks and demanded that the Government should do as business firms do in similar circumstances—sell out, even at a loss, before the produce goes bad.

For the "anomalous situation" is revealed of such abnormal stocks of meat, tea, bacon, and other commodities being brought in that we have no storage facilities for them. But prices to the consumer still go up, while these supplies deteriorate and in some cases go to waste. Bureaucracy in business is making an all-round mess of it.

That is probably the reason why the Government prestige is in such a bad way and it is rare that they can hold a by-election. Even Mr. Asquith is hailed with enthusiasm on his return to Parliament, such is the lack of confidence in David leading the nation to those rare and refreshing fruits that adorn his perorations.

Charges of profiteering are still flying around, but the Government is convicted of setting the example, apparently making what it could on meat and wool and to offset the loss on wheat. A Burma merchant calculates that on the 1918 rice crop there was a Government profit of £12,000,000.

VIOLENCE.

Acts of violence continue, and pilferage of goods in transit is more prevalent than ever. A man whose business takes him to the docks gave me the instance of a ship that recently left the Thames with a large cargo of hosiery and haberdashery. She was pilfered right and left. Because of a strike in the Dutch ports she had to return and discharge the cargo in London. The same men handled it as before. It will be difficult to escape from the awkward question in that case—Who did the pilfering?

Overseas buyers are also complaining of consignments arriving so broken—especially as to high grade boots and shoes—that the whole transaction is rendered almost fruitless. The blame is laid on men operating apparently in gangs, with a set purpose, between the warehouses and the docks. From the delivery notes they can tell the nature of the goods.

Nor are we alone in tribulation. The American railroad statistics show that last year pilferage in transit caused a loss of \$9,000,000. The aftermath of the war shows a vast amount of damaged material of many kinds.

BUILDING BEGINS.

At last there is evidence that the long-heralded building schemes of the Government are taking shape. I hear of 100,000 orders for houses and fittings being given in this locality.

But everywhere the opinion is expressed that rents will not come down for years and the new structures if let at reasonable rents will show a loss to the builders. Rents of flats and houses in London are double and triple what they were. Nothing under \$200 can be had that is desirable. Even small suburban houses formerly let at about £50 are now £110, plus rates and taxes, which are increasing.

So grave is the scandal of demanding premiums of hundreds of pounds merely to allow tenants to obtain possession of premises that the Government is likely to force the Government to take action.

THE TRADE FAIRS.

The closing of the three trade fairs in London, Birmingham and Glasgow last Friday ended an event-

ful ten days of trading. I visited all three and found a general opinion that a very good beginning had been made to the peace time fairs run by the Board of Trade and the Chambers of Commerce. London was by far the largest and covered the lighter trades of fancy leather goods, jewellery, scientific instruments, toys, china and glass and a host of similar lines. The view at the end was that foreign visitors had been very representative of the four quarters of the globe, but not sufficiently numerous. Still many exhibitors were sold out before the fair opened, while others soon booked enough to keep them going all this year. At Birmingham and Glasgow the story was much the same, accentuated at Glasgow because there textiles were a feature. An American buyer offered the Scottish woollen manufacturers to take all they had, but they declined to sell the goods allotted to other foreign and home customers. Great strides have been made in craftsmanship. I saw specimens of British handmade carpets, china, cut glass and fancy leather goods that were a credit to the men who made them and delighted all beholders.

So far as many raw materials are concerned, the Americans are busy competing with our buyers and the prices are rushing up. There is a definite shortage of many lines, including linens, straw hats, sporting goods and headgear generally. In the last named the trimmings are exceptionally difficult to get. The fashionable velours are going up and up, for the hare and rabbit skins from which they are made—in default of the rare beaver—are now in clamour.

COMBINATION.

The modern note in business, as shown clearly by the Fairs, is combination. That much, at any rate, has come out of the war. Firms are combining for the production of parts needed by each for propaganda and publicity, exhibitions and protection. They are free to run their special activities, but they find it advantageous to combine for common interests. Some of the most successful exhibits at the Birmingham Fair were metal wares and drop forgings made in combination by many firms. In the aggregate they made a most impressive show, and in drop forgings especially the advance demonstrated was very marked. The Welsh Tinplate manufacturers have gone further and have opened a permanent exhibition adjacent to Trafalgar Square showing what can be made out of tinplate and what firms specialise in the different lines. It is proving highly successful.

LABOUR.

The labour situation shows superficial signs of stress, but from all accounts I gather that the real conditions are far better than they were and responsible leaders have the men far better in hand. It is always risky to prophesy, but experts tell me the opening negotiations of the next few days do not reveal anything like the pugacity and ill-feeling that was prevalent last year.

The steady influence of such advocates of constitutional means of obtaining nationalisation as Mr. William Bruce is doubtless responsible for that. They are dead set against "direct action" that sets the State authority at naught. How far they will be able to keep their hand on the throttle of the Labour engine remains to be seen.

CHEAP CLOTHES QUEUE.

That clever commercial man and M.P., Mr. Mallaby Deeley, has turned tailor. Across the front of a shop in the Strand his name is inscribed in large letters and a big queue of people outside waits all day long for a turn with the fitters inside. For Mr. Mallaby Deeley has hit the profiteering tailors, and thigh by contracting with three large factories to take their entire output of ready-made clothing to measure. He is selling them at about £3 3s. a suit on the average, while tailors generally are charging £10 10s. and upwards for clothes to measure. Naturally they don't like it. But Mr. Mallaby Deeley has the crowd with him. He may not be selling clothes that they are at least meeting the urgent needs of thousands whose pockets are thin in consequence of the enormous charges for everything.

THE CIVIL SERVICE.

SUGGESTED REFORMS.

PAY AND STATUS OF WOMEN.

The secretaries of the National Council for the Civil Service (Administrative and Legal Departments) have issued the report of the special committee on the reorganisation of the service. The terms of reference to the committee were "to consider the scope of the duties at present allotted to the clerical classes in the Civil Service, to report on the organisation most appropriate to secure the effective performance of these duties, and to make recommendations as to scales of salary and method of recruitment."

In the general observation the Committee mention that the five years of war have left their mark upon the Civil Service. They add: "Perhaps the most important feature that distinguishes our inquiry from any that have gone before it is its recognition of a new principle of co-operation in the public service. It is only six months since the first meeting was held of the National Council, which embodied the application of the Whitley method to the administrative and legal departments of the Civil Service. That a group of persons drawn from every part of a graded service of the Crown should be able to present an agreed report upon the form and shape their service should take is a notable and hopeful achievement."

With regard to the employment and status of women in the Civil Service, the report states: "We appreciate that it is not possible at this stage to attempt a final solution of the novel and complex problems involved in the employment of women side by side with men throughout the several classes of a graded service of the Crown. We are by common consent breaking new ground. But it has been our earnest endeavour, while realising that we are working in a field of strictly limited experience, to ensure that the opportunities afforded to women of proving their fitness to discharge the higher administrative duties of the Civil Service shall be full and liberal. In the application of this principle we were met at the outset with the claim, which has the support of a number of members of your Committee, that in recruitment, status, pay, and general conditions of service, there should be no differentiation between the sexes. In the direction of meeting this claim the Committee are agreed that within the parallel classes of the Civil Service women should be given a status and authority identical with that accorded to men. Further, whilst we propose that during the experimental period there should be separate establishment lists for men and for women within each class of the Civil Service, and that promotion for men and for women should proceed separately as vacancies occur in the higher establishment reserved for either sex, we are of opinion that the principles of training and of promotion that we have recommended for men should be applied equally to the parallel women classes, and that it should be the duty of departments, under the general guidance of the Establishment of the Treasury, to see to it that women are regarded as available for employment on the same work as men within the several classes, and that women are given the widest opportunities of proving their administrative capacity. Whether the interests of efficiency will best be served by segregation, or by the employment of women and men side by side, is a matter on which experience varies, and we suggest that the requirements of departments in this respect might appropriately be discussed at the Departmental Councils. It may fairly be argued that in order to obtain the full value of the experiment every opportunity should be given for men and women to work side by side. As regards pay, we are agreed that the minimum of the basic scale in each class should be the same for women and for men, and that the incremental rates should be identical up to a point."

With regard to the clerical class, it is agreed that experience has established that women are fully capable of discharging the clerical work of the Civil Service, and it is recommended that women should be recruited to the clerical class by the method of open competition by written examination. As to the recruitment of the administrative and executive grades, the official side of the committee, while desiring to retain for men the method of open competition by written examination, advocates in the case of women at the present stage a system of selection by impartial and authoritative boards.

FOUR CLASSES.

As to the manner in which persons recruited to the administrative and clerical branches should be classified and graded, and at what rates of remuneration they should be employed, the committee state: "The administrative and clerical work of the Civil Service may be said broadly to fall into two main categories. One category may be placed as such work as either is of a simple mechanical kind or consists in the application of well-defined regulations, decisions, and practices to particular cases; in the other category the work which is concerned with the formation of policy, with the revision of existing practice or current regulations and decisions, and with the organisation and direction of the business of Government. For work so different in kind it is clearly necessary to secure more than one type of agent. Qualifications adapted to the performance of the simplest kind of work would be unequal to the discharge of the highest kind of work; and it would be impossible to justify the employment on simple mechanical duties of persons capable of performing the highest duties. After the most careful consideration we have agreed that in order properly to provide for the work falling within these two main categories, it will be necessary to employ not less than four different classes, namely:—
(a) A writing class for simple mechanical work;
(b) A clerical class for the better sort of work included in the first main category defined above;
(c) An executive class; and
(d) An administrative class for the work included in the second main category defined above."

Our anticipation is that the total number of writing assistants employed in the service as a whole will not be more than one-fourth of the total number of the staff employed in the clerical class, hereafter proposed (i.e., one-fifth of the total number of the two classes combined), and we propose that if at any time a material increase in this proportion appears likely, the whole question of the employment of writing assistants should be reviewed as a matter of principle by the National Council."

To the clerical class the committee would entrust all the simpler clerical duties in public departments in so far as these are not assigned to writing assistants. It is recommended that direct recruitment to this class should be by open, competitive, written examination, with age limits of 16-17 for boys and 16-17 for girls.

To the executive class the committee would assign the higher work of supply and accounting departments and of other executive or specialised branches of the Civil Service. "We are of opinion that in so far as it may be desirable to appoint men from outside the service to the staffs of these departments and branches, recruitment should be by open competitive written examination between the ages of 18 and 19. The syllabus of examination should be framed with reference to the standard of development reached at the end of a secondary school course. We have not been able to recommend the immediate extension of this mode of recruitment to women, and have agreed that women candidates for the staffs of these departments and branches should during the period of experiment be recruited by means of authoritative and impartial selection boards, between the ages of 18 and 25. Extrants of both sexes so recruited should be regarded as members of a training grade, and during the term of their employment in this grade they should be given the widest possible training in all branches of the work of the department or branch to which they are assigned."

Whilst we consider it necessary that provision should be made for the recruitment to those departments and branches of persons from outside the Service, we contemplate that a considerable proportion of executive class posts will be filled by promotion from the clerical class. Undoubtedly many members of this class will be found to possess qualifications for higher than clerical work. We recommend accordingly that the training grade should be open to men and women selected from the clerical class in the early stages of their career on account of proved ability, and potential capacity for the charge in due course of higher work. A selection board should be established in each Government office to investigate and decide on the qualifications of members of the clerical class recommended by the heads of their respective branches as having the necessary qualifications for admission to the grade, and a central pooling arrangement should be provided to meet the case of those members of the clerical class who though fit for admission to the grade, have no opening within their own office. We do not contemplate that all officers will contain members of both the clerical and the executive classes. In departments where there should be posts corresponding in grading and pay to those of the higher grade of the executive class."

Dealing at length with the work of the administrative class the report states that duties appropriate to this class are those concerned with the formation of policy, with the organisation and improvement of Government machinery, and with the general administration and control of the Departments of the Public Service. "For the effective performance of these duties, officers of the highest standard of qualification are needed," continues the report. "We propose that such officers should be obtained partly by selection from inside the Service and partly by recruitment from outside the Service. Experience has shown that the higher administrative work of the Public Service requires for its discharge a proportion of men recruited at the University leaving age, and we recommend therefore that provision should be made for the continuance of the present system by which men are selected for appointment to the Public Service by means of an open competitive examination in the subjects embraced by the various honours courses of University institutions. We are agreed that, during the period of experiment this mode of recruitment should be limited to men and that women directly recruited to the administrative class should be chosen between the ages of 22 and 30 by an authoritative and impartial selection board—with or without qualifying examination."

The special requirements of the administrative work constitute a clear justification for bringing into the public service persons possessing the high educational qualifications described above. We do not, however, contemplate that recruitment to the administrative class should be solely from outside the Service. On the contrary, our view is that the class should be open to all men and women already employed in the Service who show early proof of real ability and promise of being able to discharge, in course of time, higher administrative functions. In order to meet such cases, we recommend that a central authority should be established to investigate and decide on the qualifications of candidates recommended by the heads of their respective departments."

Men and women so recruited should be regarded as a cadet corps, from which selection should be made to higher administrative posts, and members of this corps should be treated, so far as practicable, as a body available for service in any department in which the administrative class is employed. It is, in our view, important that the number of persons recruited to the cadet corps of the administrative class should be limited to the strict minimum required to provide adequately for the work of the higher administrative positions in the public service, and that the recruits so obtained should have assigned to them the responsible duties for the performance of which they have been engaged as soon as they have passed through the necessary period of preliminary training.

"We consider, therefore, that the ratio of the number of cadets to that of the higher administrative posts should be so adjusted as to secure that in practice cadets will be able to count upon promotion to substantive administrative rank as soon as they become fully qualified to discharge the duties and responsibilities attaching thereto. We believe that if departments, in co-operation with the Treasury, carefully regulate their establishments at the outset, and from time to time, so as to conform to this conception of the junior grade as a training corps, they will be enabled to give effect to the anticipations expressed above. We are of opinion that well-qualified officers of other classes who have not been chosen for admission to the Cadet corps in the early stages of their career, should be eligible for employment on work of the same kind as is entrusted to officers in the course of their service in the cadet corps."

In concluding this section of the report the Committee state: "We have found ourselves in entire agreement with the views expressed by the Royal Commission on the Civil Service regarding the civil effects of employing temporary clerical staff on permanent work. Our intention is that all the classes proposed by us should be employed on a permanent and pensionable footing. Secondly, it will be observed that in drawing up our scheme we have been careful to propose age limits for recruitment, so as to correspond as closely as possible with the completion of the educational system of the country. Thirdly, we have endeavoured throughout our whole scheme to secure that as far as possible persons recruited to the Service at different ages and by different tests should be placed on an equality for the purpose of opportunity of promotion to higher posts. We feel strongly that artificial barriers to promotion, where now they exist, should be removed, and that material hindrances must not be allowed to block merit and ability."

There is a separate section of the report dealing with typists and shorthand-typists, two grades which are intimately related to the work of the clerical and administrative classes. The Committee propose that the two grades—women typists and shorthand-typists—shall in future form two separate classes, the members in each class being settled on the basis of the requirements of each department. The remainder of the report treats of the principles of assimilation during a period of reconstruction, and the Committee say they are not yet in a position to make definite recommendations as to the basis on which existing rates of salary should be adjusted in consequence of transfer. *Daily Telegraph.*

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TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

GOLD STORAGE.

Store your Winter clothes, furs, rugs, carpets &c., in our cold stores. The only safe method of keeping them during the Summer months. For full particulars apply to the Secretary.

The Dairy Farm, Ice & Cold Storage Co. Ltd.

THREE GOVERNMENTS IN CHINA.

PEKING, CANTON AND THE OLD PARLIAMENT.

With the proposal that the old Parliament reassemble in Shanghai, comes the possibility of three governments in China. Peking will of course continue *de facto*; Canton will continue by force of habit, and the semblance of Constitutionalism is the basis for the Shanghai contingent.

The old Parliament, being without power, must have sanction to meet in Shanghai. Such sanction for a meeting in the International Settlement can come from the Shanghai Municipal Council. But the local Chinese object to that inasmuch as they feel that it belittles the dignity of China for its Parliament—the legal one—to function behind foreign protection. A Parliament patronised by the Shanghai Municipal Council would most likely be yrotted by the people. It is also to be assumed that the protection will not be forthcoming.

THE TUCHUNS' CROSS GAME.

The consent then must be Chinese. The Tsuchun of this province is Li Shun, who holds sway in his yamen in Nanking. Li Shun is the moving spirit of the League of Tsuchuns and a firm supporter of President Hsu Shih-chang in his quarrel with Tuan Chih-jui. Tsuchun Li is opposed to the old Parliament, because it is Mingtang, and to the New Parliament because it is Anfu. He favours the calling, preferably in Nanking, of a Constituent Assembly to be elected by the Provincial Assemblies and which shall read and pass the Constitution. His League will not consent to the meeting of the old Parliament on Northern soil. It would appear, therefore, that the Parliament could not meet in Chapel or Nantao.

But such is not the case, for the Tsuchun of Chekiang, Lu Yung-hsiang, has appointed the Defence Commissioner of this city, although he really had no jurisdiction in the matter. He and Li Shun will have to settle this issue between them some day. But the fact is that Tsuchun Lu favours what Tsuchun Li opposes, namely the meeting of the old Parliament in Shanghai. Now Tsuchun Lu is a follower of Tuan Chih-jui and it is not likely that he would favour what Tuan opposes. The inference is, then, that Tsuchun Lu favours the meeting of the old Parliament on Northern soil, so long as he does not have to pay for it.

WHILE POLITICIANS PIFLE.

The thing simmers down then to four suggestions with regard to China's various Parliaments: The Anfu Club favours the forcible abolition of the old Parliament. The Mingtang Party demands the dissolution of the New Parliament. Wang I-tang favours the union of both old and new Parliaments into a single body. The League of Tsuchuns favours that both Parliaments should be dissolved and a Constituent Assembly called. Meanwhile, the old Parliament has gone to pieces in Canton and thinks of moving to Shanghai; while the new Parliament gets a quorum with difficulty.

And Baron Okura purchases Chang Tsao-jin's rice lands and Mr. Lamont is looking for someone with authority to pass on the Consortium, while the politicians are playing with the Parliamentary issue, are either stupidly resisting progress or pedantically insisting on formulas.

THE MIDDLE CLASS BOARD.

The new Parliament is illegal. That much is clear and can be stated. The old Parliament was legally elected. That much is also clear, but it does not help to solve the problem. The old Parliament was elected in 1913, the members of the lower house to serve for three years; the members of the upper for six. The terms of most of the members have long since expired. But the Chinese people do not recognize the old Parliament as outlawed by expiration of time. For a legal fiction has been established that the duration of the Parliament is computed according to the amount of time it spent in Peking. And since it has not been permitted to remain in Peking any length of time, it still is, because of this fiction, considered legal.

This Parliament has been functioning in Canton. But most of its active leaders have been in Shanghai, where they have been cavorting with Northerners and where there is a

PRINCETON MEN.

LIKES AND DISLIKES.

Princeton, N.J., March 14.—In the Princeton senior class voting, 121 men assert that they have kissed a girl—at least one girl; 27 deny that they have, and 20 say they consider kissing wrong. One man corresponds with 23 girls, two men with 14 girls apiece and one with 11.

The hardest course is voted to be money and banking and the most valuable course corporation finance. Erdman Harris, of Sewickley Pa., was voted the most brilliant and best all-round man in the class, of which he is vice-president. The favourite girl's name is Mary. The class stands 88 to 94 as opposed to prohibition. Of the graduating class, 10 wear suspenders, one man a belt and the rest presumably let the hang of their trousers rest with providence. In a close race brunettes were preferred to blondes. Yale was voted the best college next to Princeton.

suspicion that they have not always lived up to the high principles which they enunciate. Now they find themselves without anything to do and without much sympathy from merchants and students, that is, from the middle class.

IDEALISTS IN A HURRY.

Now the politicians have a different conception of the situation. The grafters want the salaries which come to Parliamentarians. They are unimportant and need not be discussed here. But what is serious is the attitude of the sincere, politically militant, big men of the Mingtang Group. Nobody can question their integrity. They have suffered much for China and are worthy of the esteem of any nation. They have for years striven to maintain China as a Republic and have contributed the intellectual leadership to the mass movements which now function to save the country. They are not actuated by greed or selfishness. But they are incapable of a realistic conception of statecraft. They have formulated a theory of government for China based upon western models, but they have neither dared to force the issue nor have they allowed themselves time for the evolution of the type of government they wanted from the type of government they found.

It took the United States from 1775 to 1865 to become a united, national state. It took Great Britain from the Magna Carta to the middle of the last century to become a genuine democracy. France went through several convulsions before its form of government became fixed. Russia and Germany are still in the throes of revolution. But the democrats of China would not do what the democrats of Europe did, nor would they wait for things to work out. They depended upon Tsuchuns and bandits to bring Democracy into the land. And they are surprised that when the Tsuchuns and bandits win a victory inspired by the democrats, they seize all the spoils and drive the democrats out.

LEGAL QUIBBLES AT NAUSEAM.

The Constituent Assembly offers a splendid opportunity. It is, of course, cutting the Gordian Knot. But the Chinese people have not taken kindly to the suggestion, first because it emanates from the League of Tsuchuns, and secondly because the Provincial Assemblies have not yet proved their worth.

But suppose the Provincial Assemblies should be newly elected. Suppose they should be honestly elected, fairly and with public consent. And suppose this assembly met, neither in Peking nor Canton, but in a quiet place, and finally passed the Constitution and appointed a commission to hold a new election for a new parliament. Would that not be cutting the Gordian Knot? It is illegal. But everything is illegal. A nation cannot wait for politicians to discover a legal way out—legal in accordance with their own formulas. It must function. It must act. The politician who trifles with formulas when his country is crying for salvation is not a statesman. And the explanation of the student and merchant opposition to the old Parliament coming to Shanghai is that the old Parliament does not consist of statesmen, but of politicians. The Chinese people are tired of politicians as they are tired of militarists. Who will cut the Gordian Knot?—N.C. *Daily News.*

THE FORTHCOMING SHOW.

HONGKONG DOG, CAT, POULTRY
AND PIGEONS SHOW, 1920.

The Hongkong Dog, Cat, Poultry and Pigeons Show for 1920 will be held at the Happy Valley Grounds of the Hongkong Jockey Club on May 1. The entries of poultry this year are 155, against 88 for the show held last year, and the dog entries increased from 56 to 84. This year there will be seven entries of cats, also. Last year there were not shown owing to insufficient entries having been received.

Dog entries are as follows:—Class A. Fox Terriers.—Entries by Messrs. Warner, Russell, Dowbiggin, Chue, Forsyth, Lauder, Taylor and May. Class B. Bull Dogs.—Entries by Messrs. Wong, Wildin, Holyoak, Spence, Captain Brown and Mr. G. H. Wilson.

Class C. Chow Dogs.—Entries by Messrs. Hurston, Keung, and Robson. Class D. Pomeranians.—Entries by the Hon. Mr. John Johnson, Lieut. Comdr. Kilgour, R.N., and Messrs. Kynoch, Lopes, Burdett, de Journal, de Sousa, Remedios and Green.

Class E. Setters.—Entries by Messrs. Castro, Murdoch, Dreven, Xavier, and Hon. Mr. John Johnson. Class F. Japanese.—Entries by Miss Goldenberg, Mrs. Foulds, Miss Wildin, Mrs. Harrington, and Mr. Nicholson.

Class G. Pekinises.—Entries by Mrs. Dryer, Mr. D'Oelsnitz and Inspector Pearson.

Class H. Pugs.—Entries by Mrs. Jordan and Mrs. Ormiston. Class I. Spaniels.—Entries by Miss Wildin, and Messrs. Kynoch, Spence, and Wilton.

Class J. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class K. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class L. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class M. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class N. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class O. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class P. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class Q. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class R. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class S. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class T. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class U. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class V. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class W. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class X. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class Y. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

Class Z. Pigeons.—Entries by Messrs. Wilton, J. Bell, Irving, and Falc.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. *LAERTES*, due here Apr. 25 from Europe and sails for Shanghai Apr. 26.
The s.s. *KUDE*, due here May 1, from Europe and sails for Shanghai May 2.
The s.s. *TYDEUS*, due here May 1, from Europe and sails for Shanghai May 2.
The s.s. *EURYADES*, due here May 1, from Europe and sails for Shanghai May 2.
The s.s. *NELLORE*, left London Mar. 29th and is due here via Colombo, Penang and Singapore May 10.
The s.s. *DOMINUS*, due here May 12th, and sails for Shanghai May 13.
The s.s. *TRIKALAS*, due here May 13th, and sails for Shanghai May 20.
The s.s. *TALTYBIUS*, due here May 25th, and sails for Japan May 26.
The s.s. *HELENUS*, due here May 27th, and sails for Japan via Shanghai, May 28.
The s.s. *ACAPENOR*, due here May 31st, and sails for Japan, June 1.
The s.s. *PAR LING*, due here June 9th, and sails for Japan, June 10.
The s.s. *DE QUALION*, due here June 12th, and sails for Shanghai, June 13.

FROM AMERICA.

The s.s. *VENEZUELA*, left San Francisco Apr. 4, and is due here via Honolulu, Japan, Shanghai and Manila, May 12.
The s.s. *EUAD*, leaves San Francisco May 1st, and is due here via Honolulu, Japan, Shanghai and Manila, June 9.
The s.s. *TYNDAREUS*, leaves Seattle May 12th and is due here via Yokohama, Hongkong and Manila, July 13.
The s.s. *IXION*, leaves Seattle June 16th and is due here via Yokohama, Hongkong and Manila, July 31.
The s.s. *PRUTHIAS*, leaves Seattle July 3rd, and is due here via Yokohama, Kobe and Manila, August 7.

Two new launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

CONGRESS ON TRIAL.

WASHINGTON, April 23th. Mr. Gompers, writing in the *American Federationist*, declares that Congress has failed the nation in regard to the Peace Treaty, reconstruction, dearth of living and every other important question affecting the welfare of the people. American child in international relations. The affairs of the world are the concern of the United States, though there may be a proper limit to which this concern may go. He alleges that Congressional Committee investigating America's relations with Mexico intended to make a provocative war, prompted by "predatory interests."

OVERALL PARADE.

New York, April 23th. Thousands turned out to witness the Overall Parade in Broadway this morning, but only a few hundred participated. Many participants were connected with the various theatrical enterprises. Chorus girls in automobile followed three elephants wearing blue Denham. A group of girls wearing blue Denham. A feature of the procession was half a dozen camels bearing signs "Fight Prohibition."

SHELL COMPANY.

LONDON, April 23th. The *Daily Mail* states that the Shell Company and the Government are negotiating with a view to the Government taking over the control of the company, owing to the increasing demand and limited supplies of oil.

FOOD FOR GERMANY.

CHICAGO, April 23th. The meat packers announce that the sale of \$45,000,000 worth of provisions, mostly pork products, to Germany has been completed.

NEW YORK TO SAN FRANCISCO.

WASHINGTON, April 23th. President Wilson has signed the Post Office Bill carrying appropriation for the Trans-Continental Air Mail route from New York, via Chicago, to San Francisco.

FRENCH RAILWAYMEN.

PARIS, April 23th. The Congress of Railwaymen's Federation has voted by 171,000 to 147,000 in favour of a general strike. The demands include the nationalisation of the railways.

PROHIBITION IN AMERICA.

ALBANY, April 23th. The State Legislature has passed a Bill permitting the manufacture and sale of beer containing 2.75 per cent. alcoholic strength, instead of 1.50 per cent. as prescribed by the Federal Law.

THE ROME TO TOKYO FLIGHT.

ALLAHABAD, April 23th. An S.V.A. aeroplane engaged in the Rome to Tokyo flight, piloted by Captain Hanna, arrived today. It crashed to the ground on landing. The fuselage was broken in half. The aviator was unhurt.

A DOUBTFUL CASE.

Before Mr. N. L. Smith, at the Magistrate's Court this morning, a Chinese was charged with the theft of an opium pipe, and in the alternative, receiving stolen property. He pleaded not guilty, and said he bought the pipe for \$4.50 from a man who was present in Court.

Inspector Cashman said that a burglary took place at No. 236, Queen's Road Central, on the night of March 26, and amongst other things stolen, were two opium pipes. The owner of the pipes went to the second hand shops in Lascar Row on the following day and informed the people that two opium pipes had been stolen from his house, and instructed them to detain any man who offered to sell them any pipes. Two days ago, the defendant went to No. 6 Upper Lascar Row, and offered to sell the pipe (produced) for \$15. The master of the shop told him to come on the following day for the money, and in the meantime communicated with the complainant who inspected the pipe, and identified it as his property. There were originally three bands of silver on the pipe, said the Inspector, but these had been removed. If his Worship inspected the pipe carefully, however, he could still see the marks made by the silver bands on the pipe.

His Worship enquired if the man in Court admitted that he sold the pipe to the defendant, and Inspector Cashman said he did not. All he said he knew about the matter, was that he saw the pipe being sold to the defendant.

Mr. Smith said he had a doubt that the defendant knew that the pipe was stolen. While it was not certain that he did not steal it, one could not prove theft, neither could it be proved that he did not buy the pipe, ignorant of the fact that it was stolen property. Stolen property change hands very quickly, and it would be a pity to send a really innocent man to jail.

Inspector Cashman agreed, and said that if the defendant had in fact bought the pipe for \$4.50, he was quite right in trying to get \$15 for it. It was business.

His Worship gave the defendant the benefit of the doubt, and discharged him. The pipe was ordered to be returned to the complainant.

NOTICES.

MENTHOLATUM
the BEST
REMEDYFOR COLD IN THE HEAD WHEN
APPLIED IN THE NOSTRILS.OBTAINABLE FROM
ALL CHEMISTS.

GARAGE ACCOMMODATION

FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

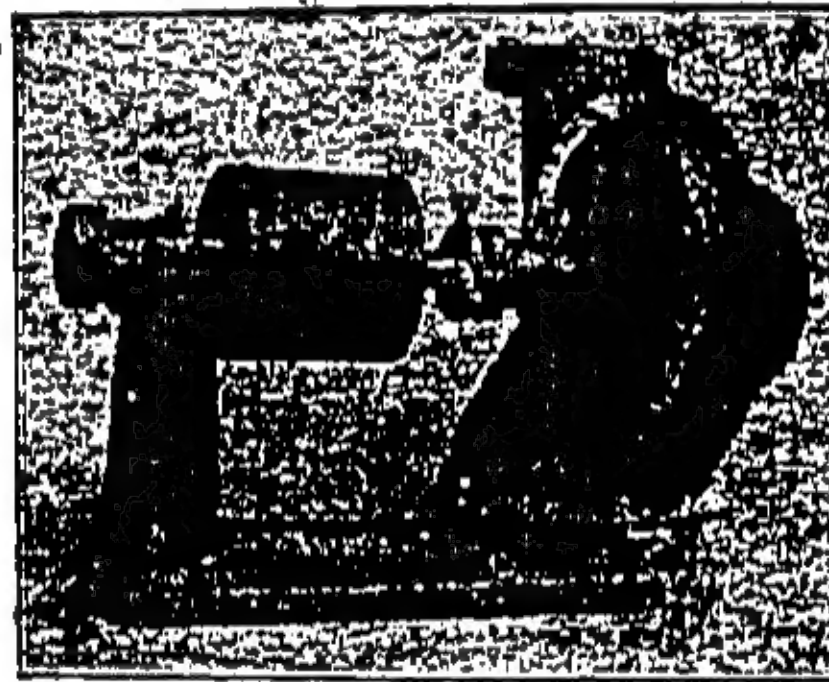
CARS GARAGED in TOWN - \$80 per month.

CARS GARAGED at PRAYA EAST or
WANCHAI - \$20 per month.THESE PRICES INCLUDE CLEANING AND
ORDINARY GARAGE DUTIES.

EXILE GARAGE

33 & 35, Des Voeux Road Central,

Tel. 1036. HONGKONG. Tel. 1036.

Centrifugal Pumps to suit
all purposes

UNION ENGINEERING CO., LTD.

York Buildings, Chater Road.

JUST ARRIVED

Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.
Prices to suit all purses.
POHOOMULL BROS.
28, QUEEN'S ROAD CENTRAL.

MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. *Empress of Russia* arrived at Shanghai on the 14th instant and sailed on the 18th, being due at Hongkong April 30.The N.Y.K. s.s. *Totomi Maru* (Bombay Line) left Bombay for this port direct on the 13th April and is expected here on the 23rd May.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Kobe for this port via Hongkong and Singapore on the 11th April and is expected here on the 23rd May.The N.Y.K. s.s. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 23rd April and is expected here on the 23rd April.The American & Manchurian Line s.s. *Kamela* from New York sailed from Manila on the 28th inst., and is due to arrive here on the 29th inst.The N.Y.K. s.s. *Eastern* (Line) left Manila for this port on the 23rd instant at 10 p.m. with the Australian Mail and is due here on the 23rd instant at about daylight.The N.Y.K. s.s. *Tanaka Maru* (European Line) left Shanghai for this port on the 18th April and is expected here on the 23rd April.The E. & A. N. Co. Ltd. s.s. *St. Albans* left Molt for this port on the 18th instant at 4 p.m. and is due here on the 23rd instant at about noon.The P. & O. S. N. Co. s.s. *Dunera* left Singapore for this port on the 23rd instant at 10.30 a.m. and is due here on the 23rd instant at about 4 p.m.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Tanaka Maru* (European Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Tanaka Maru* (European Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The T.K.K. s.s. *Seijo Maru* arrived at Yokohama on the 14th instant and sailed on the 18th, being due at Hongkong April 30.The N.Y.K. s.s. *Totomi Maru* (Bombay Line) left Bombay for this port direct on the 13th April and is expected here on the 23rd May.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Kobe for this port via Hongkong and Singapore on the 11th April and is expected here on the 23rd May.The N.Y.K. s.s. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 23rd April and is expected here on the 23rd April.The American & Manchurian Line s.s. *Kamela* from New York sailed from Manila on the 28th inst., and is due to arrive here on the 29th inst.The N.Y.K. s.s. *Eastern* (Line) left Manila for this port on the 23rd instant at 10 p.m. with the Australian Mail and is due here on the 23rd instant at about daylight.The N.Y.K. s.s. *Tanaka Maru* (European Line) left Shanghai for this port on the 18th April and is expected here on the 23rd April.The E. & A. N. Co. Ltd. s.s. *St. Albans* left Molt for this port on the 18th instant at 4 p.m. and is due here on the 23rd instant at about noon.The P. & O. S. N. Co. s.s. *Dunera* left Singapore for this port on the 23rd instant at 10.30 a.m. and is due here on the 23rd instant at about 4 p.m.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Tanaka Maru* (European Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Tanaka Maru* (European Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.The N.Y.K. s.s. *Tanaka Maru* (European Line) left Singapore for this port on the 23rd April and is expected here on the 23rd April.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

THURSDAY, April 23.
Straits and Calcutta—Per TENSHO MARU.

Shanghai—Per TAMBA MARU.
Australia, Manila and Sandakan—Per EASTERN.

Japan—Per NIKKO MARU.
FRIDAY, April 24.

Straits and Calcutta—Per YETOROFU MARU.

Straits—Per DUNERA.
Japan—Per SEIKO MARU.

SUNDAY, May 2.
Europe—Per Negapatam—Per LAKE ONA.

MONDAY, May 3.
Japan—Per YAMAGATA MARU.

Bombay—Per TOTOMI MARU.
WEDNESDAY, May 5.

Straits and Calcutta—Per TOYO MARU.
Bombay—Per FUEKAI MARU.

OUTWARD MAILS.

WEDNESDAY, April 23.
Shanghai, North China and Japan via Yokohama—Per AFRICA 5 p.m.

Formosa via Keelung—Per SEIKO MARU, 5 p.m.

*Shanghai and North China—Per MARICOPA, 5 p.m.

THURSDAY, April 24.
Haiphong—Per SEIKO MARU, 9 a.m.

Swatow and Straits—Per LIANG CHOW, 10 a.m.

Japan via Moji—Per BORNEO MARU, 11 a.m.

Shanghai and North China—Per SIN KIANG, 11 a.m.

Philippine Islands—Per WEST EASTERN, 11 a.m.

Shanghai and North China—Per TIENTSIN, 2 p.m.

*Straits, Bangkok, Ceylon, Mauritius, India, Dhanushkodi, Egypt and Europe via SUEZ—Per GLENIFFER, 3 p.m.

FRIDAY, April 24.
Philippine Islands, Australia, and New Zealand via THURSDAY ISLAND—Per NIKKO MARU.

Registration 9.45 a.m. Letters 10.30 a.m. 9.45 a.m.

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ENTERTAINMENTS.

THE CORONET SUPER SEASON

TO-NIGHT at 5.15, 7.15 & 9.15 p.m.

THE FIFTH BIG PICTURE.

D. W. GRIFFITH PRESENTS

LILIAN GISH & BOBBY HARRON

IN

"THE GREAT LOVE"

ORDINARY PRICES.



REYNOLDS DENNISTON

THEATRE ROYAL

TO-NIGHT at 9.15 Sharp.

Continued Success of the Popular
Denniston Players.

Accredited by the Hongkong Press as the best Comedy and Dramatic Organisation that has toured the East for years.

TO-NIGHT at 9.15 Sharp.

FOR THE FIRST TIME

IN HONGKONG

The vivid, white Comedy-Drama
America's Greatest Drama.

"THE THIRD DEGREE."

THURSDAY, 29th April.—The greatest play produced during the last decade. The play that ran for 18 months in London under the title of "UNCLE SAM" "FRIENDLY ENEMIES."

FRIDAY, 30th.—The most compelling play ever penned by the master-mind of the playwright. "THE ACQUITTAL."

SATURDAY, 1st May.—The Farce of Farces, one continual scream. "NIGHTIE NIGHT."

MONDAY, 3rd.—The Big Play. "THE WOMAN IN ROOM 13."

TUESDAY, 4th.—At the Request of Many. "UP IN MABEL'S ROOM."

WEDNESDAY, 5th.—The brilliant, sparkling and piquant Farce Comedy. "BABY MINE."

The Box plans for the above Three Plays will open at MOUTRIE & Co., on Thursday morning. Other plans now open.